

THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

NATIONAL BUILDING MUSEUM
401 F STREET NW SUITE 312
WASHINGTON, DC 20001-2728

202-504-2200
202-504-2195 FAX
www.cfa.gov

MEETING OF THE COMMISSION OF FINE ARTS

20 November 2003

10:00 AM **CONVENE**, Suite 312, 401 F Street, NW, Washington, D.C. 20001-2728

I. ADMINISTRATION

- A. Approval of minutes: 16 October 2003
- B. Dates of next meetings: 18 December 2003 (optional)
15 January 2004
19 February 2004
- C. Change of schedule for the January 2004 meeting of the Old Georgetown Board from Monday the 5th to Tuesday the 6th.

II. SUBMISSIONS AND REVIEWS

A. National Park Service

- 1. [CFA 20/NOV/03- 1](#), Lincoln Memorial Circle. Roadway rehabilitation, perimeter security barriers, and food service kiosks. Final. (Previous: [CFA 20/JUN/02- 3](#)).

Discussion of item not on the agenda: [Georgetown Waterfront Park](#)

- 2. [CFA 20/NOV/03- 2](#), U.S. Marine Corps War Memorial (Iwo Jima Memorial), Arlington Ridge at Meade Street, Arlington, Virginia. Rehabilitation of the lighting. Concept. POSTPONED

II. SUBMISSIONS AND REVIEWS continued, 20 November 2003

B. Department of the Treasury / U.S. Mint

1. [CFA 20/NOV/03- 3](#), Fifty States circulating / commemorative quarter program for 2005 Designs for the California and West Virginia state quarters. (Previous: CFA 19/JUN/03-8).
2. [CFA 20/NOV/03- 4](#), Medal for Secretary of the United States Treasury Paul H. O'Neill. Design.

C. Washington Metropolitan Area Transit Authority

[CFA 20/NOV/03- 5](#), New York Avenue Metrorail Station. Red Line—between Florida Avenue and M Street on 2nd Street, NE. Metropolitan Trail access stair and elevator. Concept. (Previous: CFA 15/MAY/03- 7).

D. Court Services and Offender Supervision Agency for the District of Columbia

[CFA 20/NOV/03- 6](#), Karrick Hall (Building #17). Reservation 13, 1900 Massachusetts Avenue, SE. Building renovation and alterations. Concept.

E. Union Station Redevelopment Corporation

[CFA 20/NOV/03- 7](#), Union Station Parking Garage, H Street, between 1st and 2nd streets, NE. Garage expansion. Concept.

F. General Services Administration

1. [CFA 20/NOV/03- 8](#), U. S. Court of Military Appeals. Judiciary Square, 450 E Street, Perimeter Security. Design. ACTION DEFERRED

II. SUBMISSIONS AND REVIEWS continued, 20 November 2003

2. [CFA 20/NOV/03- 9](#), Environmental Protection Agency, Ariel Rios Building. Constitution Avenue and 12th Street, NW. New courtyard design and landscaping. Revised concept. (Previous: CFA 16/OCT/03- 11).
3. [CFA 20/NOV/03- 10](#), U.S. Department of Transportation. Southeast Federal Center, M Street and New Jersey Avenue, SE. New headquarters building. Material samples. Final.

G. District of Columbia Metropolitan Police Department

[CFA 20/NOV/03- 11](#), Metropolitan Police Department Institute of Police Science (Training Academy). 4665 Blue Plains Drive, SW. Classroom addition and renovations. Revised design. (Previous: CFA 19/JUN/03- 12).

H. District of Columbia Public Schools / U.S. Army Corps of Engineers

[CFA 20/NOV/03- 12](#), Birney Elementary School. Martin Luther King, Jr. Avenue and Sumner Road, SE. New school building. Revised design–Final. (Previous: CFA 16/OCT/03- 19).

I. District of Columbia Department of Consumer and Regulatory Affairs

1. Old Georgetown Act

- a. [O.G. 03-289](#), 1525 32nd Street, NW. New single family dwelling. Concept.
- b. Appendix I.

2. Shipstead-Luce Act

- a. Appendix II.

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1 December 2003

Dear Mr. Carlstrom:

During its meeting of 20 November, the Commission reviewed the proposal for the rehabilitation of the Lincoln Memorial Circle which included improvements to the roadways, sidewalks, and crosswalks, new perimeter security barriers, and new food service kiosks. While the members understand the need for the proposed improvements, they were concerned with several items in the submission that could benefit from additional study.

The first item of concern was the location of the bollards on the east side of the memorial circle. Several different locations were discussed, two of which merit additional study. If the rectangular plaza is restored on the eastern side of the circle, with the bollards in a straight line across the eastern edge of the plaza, as proposed, then the bollards should be retractable so that when threat levels are low or non-existent, they can be lowered out of view and, conversely, raised only when threat levels are high. The other possible location for the line of bollards, which was suggested as an alternative particularly if non-moveable bollards are to be used, is in a curved arc following the circle's existing outer curb line. This location has the advantage of moving the bollards slightly back away from the top of the lower stairs into a position that would be visually less intrusive when seen from the Reflecting Pool or the adjoining Elm Walks. If this configuration is employed, the bollards should be placed in a granite band to recall the historic curb as it crosses through the plaza. Locating the bollards at the foot of the stairs to the memorial, on the inner side of the circle, should not be considered, as it would be inappropriate and too intrusive on the memorial and its stairs. The bollards should be no higher than 36 inches, and as thin and far apart as possible.

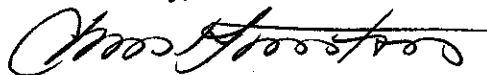
As for the paving material of the plaza, it was felt that the surface of this important area should be made of a more appropriate material than asphalt or pressed concrete. Granite pavers, as suggested, would be ideal. Perhaps they could be quite large, such as those proposed for Pennsylvania Avenue in front of the White House. The sections of unused roadway on either side of the plaza and east of the Bacon and French Drives should maintain the appearance of the roadway and be surfaced in the same material as that of the circle's traffic lanes.

The configuration of the granite barrier wall on the north, west, and south perimeter of the circle, was another item that could benefit from additional detailing. The members thought the wall, as proposed, to be too flat and lacking in detail. It was suggested that the profile of the wall's cap stone be curved and softened, and that a decorative molding be added to the base of the wall in a configuration similar to that found on the memorial. A good example of this decorative articulation can be found on the plinth walls of the Jefferson Memorial and the low walls surrounding the grounds of the Capitol. In addition, it was suggested that the walls at the backside of the west access gate should be studied further. If they were returned a few feet, fading into the ground, the ramp-way on the inside the circle would look less like a sunken depression. This should have a more finished appearance, better than just sloping the ground down to the sidewalk level, behind the wall.

Finally, the members discussed at length the proposed new food service kiosks, which they saw for the first time. Several issues were raised that warrant additional examination. While the style of the structures, based on that of the existing smaller kiosks east of the Washington Monument, was deemed acceptable, the members felt that for this portion of the park, the design should be different, and it was also recommended that the colors and signs be reconsidered. The light beige colors used on the existing structures are too assertive and should be changed to a grayish green color that will be less conspicuous. Signs should be toned down as well. Also, the members questioned the lack of restroom facilities, noting that an individual would have to cross several lanes of traffic and then either walk to the Lincoln Memorial or to the lake east of the Vietnam Veterans Memorial to find them. Perhaps the kiosks should incorporate restrooms as a convenient public amenity. Hopefully, in the future, a new and more contemporary design can be developed for facilities such as these for other areas of the city's monumental core.

Once again, let us state that we are greatly supportive of the Park Service's desire to update and improve the city's monuments, memorials and park lands, and we are aware that some of these recommendations may add to the cost of this project. Nevertheless, the bottom line should not be a factor when alterations and enhancements to one of the nation's greatest symbols are being considered. We look forward to the review of this important project as the designs continue to develop. As always, the staff is available should you or the design team require guidance.

Sincerely,



Charles H. Atherton
Secretary

Terry R. Carlstrom
Regional Director
National Capital Region
National Park Service
1100 Ohio Drive, SW
Washington, D.C. 20242

cc: John G. Parsons, NPS
Mary Oehrlein, FAIA

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3 December 2003

Dear John:

The Commission of Fine Arts appreciated the opportunity to visit the Georgetown Waterfront with you, other NPS staff and consultants regarding current plans for establishing a new park. These designs were first presented to the Commission at our 20 October 2003 meeting. At that time we deferred action pending a visit to the site.

Despite the heavy rain and late hour, their enthusiasm for this undertaking remains undampened. The basic plan is sound, and we urge you to move forward with the refinement of the details as soon as practicable.

As you know, when we first were presented with this project, we expressed some reservations about the relative complexity of certain features, in particular, the all-important termination of the vista from Wisconsin Avenue. While we still urge simplification along the water's edge at Wisconsin Avenue, specifically the removal of the fountain feature, which seems to unnecessarily burden the waterfront project, we want to stress our strong endorsement that this long-delayed and much needed improvement move forward. The industrial elements that blighted this important part of the Potomac River's edge were removed some thirty years ago, and the land has remained unimproved for far too long.

We are confident that with the continuance of the well-constructed public process you have been following, you will develop a positive consensus among all the interested groups, and that a design at a level of the Park Service's standard of excellence can be achieved for this extraordinary site.

Sincerely,



David M. Childs
Chairman

John Parsons
Lands, Resources and Planning
National Park Service
National Capital Region
1100 Ohio Drive, S.W.
Washington, D.C. 20242

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1 December 2003

Dear Ms. Fore:

At its 20 November meeting, the Commission of Fine Arts reviewed reverse designs for the 2005 California and West Virginia commemorative/circulating quarters. The results were as follows:

California: The Commission preferred design #5, which featured the Golden Gate Bridge. It was recommended, however, that the trees on both sides be removed, leaving just the poppies.

West Virginia: The unanimous choice here was design #4, the *New River Gorge*. No changes were recommended.

Sincerely,

A handwritten signature in dark ink, appearing to read "David M. Childs", with a long horizontal flourish extending to the right.

David M. Childs
Chairman

The Honorable Henrietta Holsman Fore, Director
The United States Mint
801 9th Street, 8th Floor
Washington, D.C. 20220

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1 December 2003

Dear Ms. Fore:

At its 20 November meeting the Commission of Fine Arts reviewed designs for the Secretary of the Treasury medal to be given to former Secretary Paul H. O'Neill. The members were pleased with the portrait, but there was unanimous agreement that the head should be made somewhat smaller and perhaps slightly more of the suit shown. We assume that the suit will be rendered in more detail than it was on the drawing we saw. During the presentation, the members were shown the medal given to the first Secretary of the Treasury, Alexander Hamilton. It was thought that the proportions of Secretary Hamilton's portrait were very good, and the suggestion was made that the Mint's artist might take a look at it.

There were no objections to the design of the reverse of the medal.

Sincerely,

A handwritten signature in dark ink, appearing to read "David M. Childs", with a long horizontal flourish extending to the right.

David M. Childs
Chairman

The Honorable Henrietta Holsman Fore, Director
The United States Mint
801 9th Street, NW, 8th Floor
Washington, D.C. 20220

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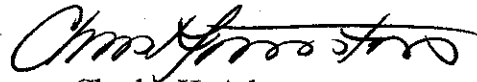
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1 December 2003

Dear Mr. White:

During its meeting of 20 November, the Commission reviewed the revised concept design for an elevator and stairway tower for accessing the Metropolitan Trail overpass at the new New York Avenue Metro Station. The members found the revised design to be much improved and approved the concept unanimously. The Commission is aware of the brief window of time left in which to build the tower before the final stage of construction on the station is completed and, therefore, has delegated to the staff the final approval of the tower's design. We look forward to the submission of the construction documents when ready.

Sincerely,



Charles H. Atherton
Secretary

Mr. Richard A. White
General Manager
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, D.C. 20001

cc: Ed Riley, AIA, WMATA/ENGA
John Thomas, WMATA/CONS

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1 December 2003

Dear Ms. Stegman:

During its meeting of 20 November, the Commission reviewed the proposed concept for the renovation of Karrick Hall on Reservation 13 at 1900 Massachusetts Avenue, S.E. The Commission is supportive of updating the facility, provided there is an investigation of a curtain wall infill recalling the horizontal balconies on the East elevation rather than applied metal panels. In addition, every effort should be made to keep the asymmetrical strip of windows on the North and South elevations as glassy as possible.

The Commission looks forward to further review of this project. As always, the staff is available should you require guidance.

Sincerely,



Charles H. Atherton
Secretary

Wikita Stegman, Director
Office of Facilities
Court Services and Offender Supervision Agency
633 Indiana Avenue, NW 7th Floor
Washington, DC 20004

cc: Tim Hudgins, HEERY

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1 December 2003

Dear Mr. Ball:

During its meeting 20 November 2003, the Commission was pleased to meet with you and Rod Henderer from RTKL, to consider the options available to you in the pursuit of the best design for the expansion to the parking garage at Union Station. Whatever gets built will be very visible from H Street and the northern portions of the city. As such, the concept design needs to be developed with considerable care.

The first option of completing the structure with a continuation of the original design was not ruled out. However, in light of a number of excellent examples of contemporary designs for parking structures newly constructed in this country and abroad, we encourage you to consider other possibilities. It must be kept in mind that, with any new design approach, the alterations of the existing facades must be included as part of the new work, particularly as perceived from North Capitol Street.

We look forward to the review of a concept design at your earliest convenience. As always, the staff is available to assist you.

Sincerely,



Charles H. Atherton
Secretary

Mr. David S. Ball
President
Union Station Redevelopment Corporation
10 G Street, NE Suite 3W-200
Washington, DC 20002

cc: Rod Henderer, RTKL

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Dear Mr. McGill:

During its meeting of 20 November, the Commission reviewed and gave final approval to the new landscape design in a courtyard of the Ariel Rios Building, provided the proposed pavilions are eliminated from the design. This revision will allow for a greater flexibility of uses and focuses the education portion of the design on water retention and reuse. In addition, the use of pavers should be considered for the pathways to create a more intimate garden experience.

The Commission looks forward to the review of future projects for the Environmental Protection Agency. As always, the staff is available should you require assistance.

Sincerely,



Charles H. Atherton
Secretary

Michael McGill
Special Assistant for Regional Coordination
General Services Administration
301 7th Street, SW – Room 7600
Washington, DC 20407-0001

cc: Ann Guillette, Low Impact Development Center
Neil Weinstein, Low Impact Development Center

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Dear Mr. McGill:

The Commission wishes to thank you and the design team for your presentation on the new Department of Transportation headquarters building in the Southeast Federal Center during our meeting of 20 November and for arranging the tour of the center earlier that day. The one element of the building's design that was presented to the Commission for review was the selection of exterior materials. In that regard, it must be acknowledged that the success of Mr. Grave's design is greatly dependent on the use of color to enliven the building's facades. The members were pleased with the selections presented. We hope that the utmost care will be taken when casting the concrete panels so that the imbedded color is uniform and vivid. Any variations in coloring on the panels, or among the panels, that produces mottled or blotchy appearance will produce an unacceptable result and should be rejected. In addition, every effort should be taken to guarantee that the colors of each material are permanent and not fade over time. The final determination of acceptability will require the erection, on site, of a fairly large-size mockup panel of all the exterior materials, arranged with the same adjacencies as will be found on the building. This mockup should be constructed as soon as possible considering the demanding schedule that has been set for the building's construction.

The members were also pleased with design of the public areas surrounding the building and the incorporation of the transportation themed displays. In fact the Commission encourages the addition of more displays, items and artifacts in the public spaces, particularly along the M Street frontage. Exhibitions, either temporary or permanent, of carefully selected larger objects such as historic trains, aircraft, or similar transportation related material could greatly enrich and enliven the buildings' surroundings for the public.

The Commission looks forward to the submission of future projects in the South East Federal Center and the final review of the material mockup panel for the Department of Transportation building. The staff is available to assist you in the coordination of this review.

Sincerely,



Charles H. Atherton
Secretary

Michael McGill
Special Assistant for Regional Coordination
General Services Administration
301 7th Street, SW - Room 7600
Washington, DC 20407-0001

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1 December 2003

Dear Mr. Stokes:

During its meeting of 20 November 2003, the Commission reviewed the final drawings for the new classroom building at the Metropolitan Police Department Institute of Police Science located at 4665 Blue Plains Drive, SW. Even though cost cutting revisions were made to the concept design, which was enthusiastically received last June, the Commission felt the essential character of the original design survived intact. As such, the project was approved.

Sincerely,



Charles H. Atherton
Secretary

John C. Stokes, P.E.
CB Richard Ellis, Inc.
700 14th Street, NW Suite 200
Washington, DC 20005-5701

cc: Suman Sorg, Sorg Architects
Kenneth Garrett, Project Manager, CB Richard Ellis, Inc

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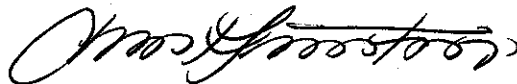
1 December 2003

Dear Mr. Morrow:

During its meeting of 20 November, the Commission reviewed the design for the modernization and replacement of the Birney Elementary School located at 2501 Martin Luther King Jr. Avenue, SE. Although the design is generally supported by the Commission, some minor modifications of the polychrome windows on the front facade may be helpful. The pattern could be more regular or reference the rhythms of music to associate with the program of the room.

The Commission appreciates the efforts by the architects to create a lively and energetic center for learning. In order to expedite the process, the project has been delegated to the staff for final review.

Sincerely,



Charles H. Atherton
Secretary

David Morrow
Design Manager, Design Management Branch
Engineering Division, Department of the Army
Baltimore District
U.S. Army Corps of Engineers
P.O. Box 1715
Baltimore, MD 21203-1715

cc: Geoffrey Lewis, Gauthier, Alvarado & Associates
Felipe Turriago, Gauthier, Alvarado & Associates
Justina Nesbitt, U.S. Army Corps of Engineers

20 November 2003

**OLD GEORGETOWN ACT
AGENDA ITEM EXHIBIT**

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 03-289 HPA. 03-520	1525 32 nd Street, NW Georgetown 32 nd Street, LLC. Residence	New building - lot 73 - revised design - concept

RECOMMENDATION: No objection to concept design for proposed free-standing single family dwelling on lot 73 of the 32nd Street development project as shown in supplemental drawings received and dated 27 October and 5 November 2003. General concept for the location, scale and massing of the three-story house was previously approved. See previous Recommendation (O.G. 03-47). File new submission of working drawings, including dimensions, details, landscape and topographic plan, and material samples, with permit application for review by the Commission when ready.
